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Die Eisenbahnreform in Württemberg. By A. MÜLBERGER. Tübingen: Laupp'schen Buchhandlung, 1896.

This book consists of a series of articles upon the railways of Württemberg, written for the *Beobachter* during the years 1894 to 1896. Even in the present form of the essays, traces of their newspaper origin are preserved in the popular style, as well as in a certain fragmentary character and lack of cohesion. But in no other sense are they journalistic. The work of Dr. Mülberger is careful, conscientious and original; he reveals a firm grasp of the economic principles underlying railway policy, while displaying a knowledge of the practical working of a railroad, seldom found outside the administrative bureaus.

The introductory chapter, in which a short sketch of the historical development of the Württemberg railways is given, is not original, being avowedly based upon the prior investigations of Jakob, Fraas and others, but it is interesting, not only historically, but because of the light it throws upon modern problems. In Württemberg, as in other parts of the continent, railways were originally looked upon with considerable distrust, and it required weeks of earnest, not to say anxious, discussion before the first railway law of April 18, 1843, passed the chamber. During a dozen years, this distrust survived, despite the almost immediate success achieved by the important line from Heilbronn to Stuttgart and Ulm. A revolution of feeling followed, and in the period from 1855 to 1865, the "golden era" of the Württemberg state railways, the chamber no longer waited for the government, but itself took the initiative in proposing the construction of new railways. As the country was gradually opened, railroads became more and more profitable, the inevitable "mania" more virulent, and construction progressed unchecked, even during the French war. But the new roads ate into the profits of the old, and returns upon invested capital sank from 6.39 per cent in 1862 to 3.11 per cent in 1871. No halt was called. Even after 1873 the cry was still for more railroads, especially from districts hitherto unprovided with them. Construction continued, local narrow gauge roads were laid out, and a new era of lavish expenditure was inaugurated, from the effects of which the railways of Württemberg have not yet recovered. According to a recent report (for 1894-95) the Württemberg railways compare unfavorably in almost all respects with those of the other German states.

Dr. Mülberger believes the organization of the railways to be fundamentally wrong, and attributes their uneconomic management to a preference for half measures and unreasoning concessions to separate interests, instead of attempts at thorough systematic reform.

An example of this preference is shown in the passenger fares, which in Württemberg, as throughout Germany, are in a chaotic state. Reduced rates have been granted on every imaginable occasion and for all sorts of reasons, until the normal kilometric rates threaten to become as obsolete as the old "maximal tariffs." The author is a staunch adherent of the policy of radically reducing passenger fares, which will enable many to travel by rail, who at present must use the roads, but at the same time he maintains that low fares would be ruinous unless accompanied by a complete alteration of the passenger policy of the railways. He is an ardent advocate of local railways, believing that the railroad must form the centre of the transportation system, and holding that the capital annually invested in roads might better be applied to the construction of local railways. The local passenger traffic should no longer be considered as subsidiary to the through traffic, but its practical independence should be secured by a greater decentralization in management and by the erection of local advisory railway boards, which could adapt the policy of the line to the needs of the local community. In various parts of his book Mülberger urges the abolition of the first and the limitation of the second class traffic on local lines, the encouragement of this business by low fares and more convenient trains and the despatch of through traffic by more rapid trains. In a witty chapter upon the "*Bummelzug*," "a physiological monstrosity, that is neither fish, fowl, nor flesh, but belongs to the creeping creatures," Dr. Mülberger points out the wastefulness of slow accommodation trains for long distances, and adduces this policy as another cause for the small extent to which the use of the railway has become general among the common people of Württemberg.

A series of chapters in the book is devoted to a history of the early debates in the chamber on the right of the legislative, or of the administrative body to fix rates on state railways and the discussion as to whether such rates may be considered as taxes. In another chapter the author draws up a plan for an ideal organization of the local passenger traffic (taking Crailsheim as a centre) in which very cheap fares, a zone tariff and "postage stamp tickets" are advocated, but it is impossible to judge of the merits of this scheme, without more detailed knowledge of the conditions than we possess. There is also a series of chapters upon the relation between railway rates and the industrial organization, and Mülberger maintains that the improvement "in our railway policy is the first and most important step in the way of definite, well-planned social reform."

There are many other points raised by Dr. Mülberger which would merit discussion, if space permitted. While certain lines of policy are advocated, upon the advisability of which we must differ with the author, the book as a whole is a valuable contribution to the study of railway policy, and may be heartily recommended not only to those interested in German railroads, but to all students of transportation.

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State Control of Trade and Commerce by National or State Authority.

By ALBERT STICKNEY. Pp. xiv, 202. New York: Baker, Voorhis & Co., 1897.

It is not often that a strictly legal work calls for notice in the ANNALS, but Mr. Stickney's subject lies as much in the fields of economics and political science as it does in the domain of law. The corporate organization of industry has necessitated such a degree of state interference in industrial matters that the student of economic phenomena is perforce obliged to become a student of a large body of law. The problems of state regulation and state control of industry have become more instead of less complicated and fundamental with the evolution of the corporation. Indeed, the corporate organization of industry is compelling economists to recast their theories of production and distribution and requiring political scientists to revise their notions of the functions of the state. This being the case, it becomes extremely desirable that workers in the economic and political sciences should know clearly the spirit and scope of existing laws regarding the state control of trade and commerce.

Mr. Stickney has very successfully depicted the course of English and American law concerning the state control of private and public employments. The contrast between private and public employments is sharply drawn, and chapters are given to the control of each class of employments in England as well as in America. In each of these four chapters the leading statutes are quoted in full or in part, and the more important judicial decisions interpreting the statutes are critically considered. Chapter V discusses the "recent decisions as to contracts in restraint of trade or commerce," the two important decisions considered being that in the New York case, *People vs. Sheldon*, and that in the United States *vs. Trans-Missouri Freight Association*. In the closing chapter of the book the author endeavors to prove that "combinations formed to prevent